



# THE DELAWARE<sup>AND</sup> HUDSON COMPANY BULLETIN

*The  
D&H*

MARCH 15, 1930

SIGNS OF SPRING  
NEAR GRANVILLE, N.Y.

# All Work's Romance

R. W. KAUFFMAN



MY Grandfather said: "My Grandfather said: 'My Grandfather used to say:

"Mine was the Epic Age of Trade, and that was its golden day! We carried our guns where we carried our goods, unto coasts both wild and new;

'Twas Die-or-Buy or Sell-or-Die; 'twas Merchant and Soldier, too. But here meseems the world declines; all high emprise foresworn, Tamed trade is a trifle of ink and quill, the due of the dullard-born.' . . .

And my Grandfather said: "My Grandfather said: 'In 1784 The ports that we'd served till '76 stood shut for an after-war. We whalers smuggled our oil to Cork with the Revenue-Reds at heel, And rolled rum down out o' Spanish Town 'mid a shower o' lead and steel.

Better and braver was barter then. Today, on a three-legg'd stool, It posts its bills and its ledgers safe as a queasy lad at school.' . . .

So my Grandfather said: "My father's firm its big career began In Perry's wake and opened wide the markets of Japan. He dies in his bed and says, near dead: 'I'm sorry, my boy, for you; You're clean bereft: there's nothing left that enterprise can do. He wasn't right, but he's right, come now. I built a railroad west Across the plains—and what remains? We old folks got the best!' . . .

And my own dad? That panic-year he pulled the business through! It cost his life; had it cost his wife, he'd have done what he had to do. I think that he loved the game, and yet, when he signed his will, said he: "Adventure's done for you, my son. Life's not what it used to be. Commerce is standardized," he said. "The savor of trade was mine; But a signature is enough henceforth—if you follow the dotted line."

Well—me? I've followed the dotted line. And that dotted line ends—where?

It has no end! Past foe and friend, past hope, and past despair, By wire and wireless, under seas and through the clouds, it goes. And what adventure it will meet no man no moment knows, So thanks to God for the past, and thanks for the voice that says "Advance."

While forward still at the Hidden Will we ride with the leveled lance: Because we trust—Because we must—Because all work's Romance!

*"The  
D.H."*

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Vol. 10

Albany, N. Y., March 15, 1930

No. 6

## When Game Abounded

*Retired "Water Wheel Engineer" Tells of Hunters' Paradise Along Canal*

**S**TORIES of encounters with wolves, bears, deer, and other animals of the forest, are commonly linked with our Pilgrim Fathers, the "Wild West" or, to come down to the present day, with sparsely settled parts of the globe. At the present time someone occasionally reports that he has seen a bear, a deer or two, or other wild game along The Delaware and Hudson Company's lines.

If we turn back with Pensioner WILLIAM F. PEARCE to the day, over seventy years ago, when he lived in the valley where the town of Honesdale, Pa., is now located, we can be certain that the birthplace of our company was once as populous with wild life as any other part of the United States.

WILLIAM was born at Prompton, Pa., (a little village said to be so named on account of the reputation of its inhabitants for promptness in paying bills), in 1852. His father came to this country from England in 1832; his mother followed one year later. WILLIAM was the youngest of ten children.

In the fall of 1861, when WILLIAM was nine years old, one of his brothers left the peaceful valley to join the Union Armies. John, another

brother, enlisted in 1862. A third member of the family was called in 1864. This brother, M. H. Pearce, is still living in California, at the age of 84.

To the minds of these simple folk in the mountains of Pennsylvania, to whom the outer world was a land of strange and unknown wonders, the tales which drifted back from the fighting front were indeed interesting. One of the boys, who had enlisted with the 50th N. Y. Volunteers, told the story of a miraculous escape from death. A Southern sharpshooter's rifle ball, intended for him, miscarried a trifle, entering his sleeve at the wrist and emerging at the elbow without leaving a scratch on his arm.

WILLIAM, who was still a small boy, chafed under the ties which kept him at home. And yet, in his young mind, the adventures which he had encountered there on the Pearce homestead were sufficiently thrilling for

most any twelve-year-old boy.

The 160-acre homestead, purchased at four shillings (about \$1) per acre, was entirely surrounded by the wilderness. A few years before the Pearce family arrived, The Delaware and Hudson Canal Company's new water route had



WILLIAM F. PEARCE

opened the region to settlement. Mr. PEARCE was then offered the entire site of Honesdale at the same price he had paid for the homestead. One family, however, could not hope to clear and cultivate much of the land. Bears, wolves, and panthers roamed the forests, killing all livestock they found at large.

Panthers were particularly bothersome. With cat-like silence and cunning they stalked the unsuspecting livestock during the night. Without warning a shadow-like form would appear out of the darkness, its gleaming eyes peering into the sties, barns, and homes. Like a furry ball of lightning it sprang at the throat of its prey. Perhaps one sound, stifled at its source, would come from the throat of the calf, pig, cow, or sheep; more than likely the animal had no time to cry. In the morning the marks on the snow, the few remaining bits of bone and fur, told the story.

If the settler, upon hearing a noise in the barn, rushed out with his lantern, the beast, frightened by the light, fled into the forest. Wolves or bears were more apt to stand their ground. The panther, combining great cunning and strength in one animal, awaited a more favorable opportunity to enjoy a choice meal unmolested.

One night while WILLIAM's father was starting logs down the hill preparatory to shipping them over the canal, a bear boldly seized a pig in the sty. His mother had witnessed the "robbery" from the window of the little home. As she rushed out into the barnyard, the bear dropped the pig and disappeared into the woods.

WILLIAM, himself, had a somewhat similar experience with a bear cub. The barn was located on a "red shell" ridge and had an underground stable. The doors to the stable were left open during September so that the hay would dry. One day WILLIAM, then six years old, found a bear cub, about the size of a Newfoundland puppy, seated on the stone wall at the heel of the door. He picked the cub up in his arms to display it to the family.

To see a bear was not uncommon at that time and Mrs. Pearce, upon seeing her son with a cub in his arms, hurriedly ordered, "WILLIAM take that bear right back where you found it." Obediently he obeyed, although loath to give up his new-found playmate. When he went to the barn two hours later the cub had disappeared. "Suppose," says Mr. PEARCE, "the mother bear had returned while I was taking the cub back. I wouldn't be here now!"

(Turn to page 93)

### *Handle With Care!*

THE following lines which might have been composed by a Freight Claim Agent offer an eloquent, though humorous, bit of good advice to any and all who may feel inclined to treat L. C. L. shipments with less respect than should be accorded them. We are indebted to the *Baltimore and Ohio Magazine* for the rhyme.

BILL BUTTERED IN

*Bill Arnold on a summer day  
Acquired a musty sobriquet;  
And thereupon suspends a tale  
Of Bill's debacle on the rail.*

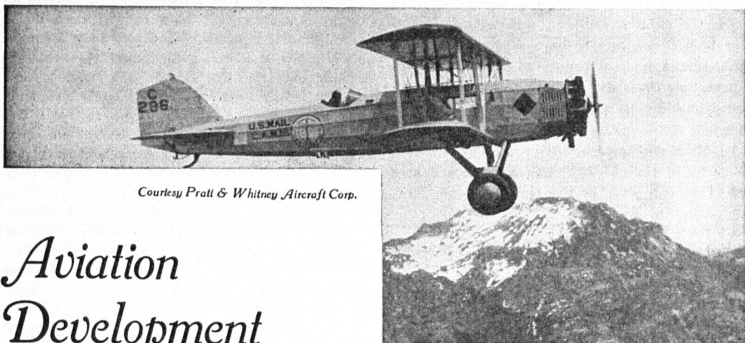
*The way-freight crew in charge of Bill,  
Unloaded a molasses mill.  
A silo and a garden-gate;  
A Jersey heifer in a crate,  
Four hundred reels of barb wire fence  
And other goods of consequence,  
And then essayed the fragrant task  
Of loading a decrepit cask  
Of rancid butter on its way  
To Soapstown on a summer day.*

*Bill wore a new blue denim suit,  
But didn't seem to care a hoot  
What happened to his clothes or him;  
So he applied himself with vim  
And seized that cask with both his hands—  
As strong, almost, as iron bands—  
And placed it with tremendous force  
Into an open car. Of course  
He naturally supposed the chime  
Was built to scorn the touch of time  
And that the bung was in to stay  
At least until the judgment day.*

*But Bill was cruelly deceived,  
And furthermore was sorely peeved  
When bung and chime and hoops let go  
And he absorbed the overflow.  
His manly form was drenched with grease  
And melted butter filled each crease  
Of his new stylish denim suit  
And made its ruin absolute.  
His pockets and his hair and shoes  
Were redolent of rancid ooze  
And he inhaled a pint or more,  
While trying to emit a roar.*

*(Bill formerly was known as "Mutt"  
But now they call him "Butter-nut".)*





Courtesy Pratt & Whitney Aircraft Corp.

## Aviation Development

**B**UT thirty-four years ago, the death of Lillenthal, the German pioneer in gliding, became known to the world, and it is only a little over twenty-five years ago that the Wrights made the first successful power-driven mechanical flight in the month of December, 1903.

Perhaps enough credit can never be given to the Wrights for their contribution to the world in the field of Aeronautics. When speaking of the Wrights, reference must also be made to Katherine Wright Haskell, the sister of Wilbur and Orville Wright, who was so instrumental in obtaining their success by her courage, her great perseverance and her implicit faith and confidence in the work of her brothers. As James Watt contributed to the steam engine, Robert Fulton to steam navigation and George Stephenson to the steam locomotive, so the Wrights gave practical use to the art of flying.

Professor Robert A. Millikan in an address to the Chamber of Commerce of the State of New York, said, "Do you practical men fully realize that the airplane was only made possible by the development of the internal combustion engine; that this in its turn was only made possible by the development of the laws governing all heat engines, the laws of thermodynamics, through the use for the hundred preceding years of the steam engine; and that this was only made possible by the preceding 200 years of work in celestial mechanics; that this was only made possible by the discovery by Galileo and by Newton of the laws of force and motion which have to be utilized in every one of the subsequent developments? That states the relationship of pure science to industry. The one is the child of the other. You may

apply any blood test you wish and you will establish the relationship. Pure science beget modern industry."

For centuries before the Wrights flew at Kitty Hawk, N. C., men contributed a little here, a little there, and with their lives, to the cause of flying. Octave Chanute, with whom the Wrights had intimate relations and whose work they studied, assembled much of this data in his book entitled, "Progress in Flying Machines." In the preface, dated Chicago, 1894, the author gives the following reasons for publishing the articles. First, to satisfy himself whether, with the light motors recently developed, men might reasonably hope to fly through the air. Second, to save the waste of effort on the part of experimenters in trying something which had already failed, by gathering together all the experimental records accessible. Third, to furnish an account of recent achievements so as to distinguish between proposals bound to fail and reasonable designs.

Reviewing the pages of this work, the gradual development of the science of aeronautics as we see it today can readily be traced, for Chanute, in his records, assembled many kinds of facts and legends relating to flying. Among his legends is that of Simon the Magician, who, in the thirteenth year of the reign of the Emperor Nero (about 67 A.D.), undertook to rise toward heaven like a bird in the presence of everybody. The legend relates that, "The people assembled to view so extraordinary a phenomenon and Simon rose into the air *through the assistance of the demons* in the presence of an enormous crowd. St. Peter, having offered up a prayer, the action of the demons ceased, and the magician was crushed in

the fall and perished instantly." Leonardo da Vinci, the painter, sculptor, architect, and engineer is said not only to have experimented with aerial screws made of paper and to have designed a parachute, but also to have seriously contemplated building an apparatus to propel a pair of wings.

The first wing experiment reported by tradition seems to be that of a French tight-rope dancer named Allard, who, in the time of Louis XIV, endeavored to fly from the terrace of Santequin toward the woods of Vesinet in the presence of the King. He fell near the woods of the terrace and was grievously hurt. About the same time, Besnier made a pair of wings consisting of two bars of wood hinged over the shoulders, carrying wings of muslin arranged like folding shutters, so as open flat on the downstroke and fold up edgewise on the upstroke. They were alternately pulled down by the feet and the arms. Besnier only tried short distances, having begun by jumping off a chair, then from a table, then from a window sill and next from a second story and finally from a garret, on which occasion he sailed over the roof of an adjoining cottage.

It is not stated whether the Marquis de Bacqueville had engaged in similar preliminary practice when he announced, in 1742, that he would, on a certain day, fly across the river Seine from his mansion, situated in Paris on the quay at the corner of the Rue des Saints Peres, and alight in the Tuilleries, a distance of 500

or 600 feet. A large crowd having assembled on the appointed day, the marquis, with large wings attached to his hands and to his feet, launched himself into space from the summit of a terrace jutting out from one side of the mansion. For a space he seemed to get along well, but soon his movements became uncertain, he faltered, and then he fell, alighting upon the deck of a washerwomen's barge a short distance out into the stream. He broke his leg in the fall and never attempted the feat again.

Continuing the discussion of wings and parachutes, the different attempts made by aviators from this time up until 1893 are chronicled. De Groff had himself taken up in his machine by a balloon, the wings were to flap and sustain his flight but they were seen to collapse and De Groff came down like a stone and was killed on the spot.

Models of flying birds were invented and successfully operated. Probably one of the most interesting was that of Trouvé in 1870. The experimental model produced a series of compressions and expansions by exploding twelve cartridges contained in a revolving barrel which caused the wings to beat the air. When the twelve cartridges were exhausted, the bird glided gently to the ground, being sustained by its wings and aeroplane as by a parachute. It had thus flown 75 to 80 yards. Trouvé proposed to substitute hydrogen gas for the cartridges and assumed that a motor should not weigh over eight pounds to the horse power.

### *A Prophecy!*

OF American newspapers none more actively supports the development of aviation or gives more space to aviation news than the *New York Times*. (Its motto: All the news that's fit to print.) On June 25, 1871, a *Times* editorial writer, observing man's futile attempts to get into the air and stay there, wrote as follows:

"It's pretty safe to disbelieve that any man will ever fly in the air, until we see him do it. Accounts of new devices for this purpose usually begin with a candid recital of the grave difficulties to be surmounted, and a highly scientific statement of the ingenious discoveries and appliances by which these difficulties are to be overcome. Nothing is ever more plausible than the prospectus of a new flying machine. From the time of Icarus to that of the San Francisco aviator, the thing, according to sanguine expectation, has really been on the eve of being accomplished at last. The only trouble is that in the sequel these machines don't fly. They may be elaborate and beautiful pieces of mechanism, they may be provided with the most sagacious and far-sighted provisions for rising and falling, and going fast and going slow, but, like the Irishman's pig, they always travel the wrong way. They come down, that is to say, with great facility when started from a high place, but their ascent is quite another affair. Some tiny blunder, some unforeseen weakness, like that of the wax that fastened the wings of the aspiring Cretan, and which melted in the sun, vitiates the most profound calculations; and forthwith the new flying machine is cast into the limbo of things despised and forgotten.

"There is, then, abundant precedent for the supposition that the laws of gravity will always prove too much, in the aerial field, for the ambitious dexterity of man."

In this discussion, a study at some length is made of the different kinds of screws to lift and propel, and suggests the use of a similar principle, combined with the gliding of birds, for the construction of planes. Much data is given showing how nearly different experimenters came to reaching the ultimate goal. Even the triplane in 1865 was experimented with by Stringfellow and Henson. At first the flat plane was used but gradually experimenters began to see that the "surfaces" should be curved such as that of a bird in flight and by 1884, Phillips had conducted experiments and patented a series of curved shapes, similar to those now in use.

Soon aeroplanes were experimented with as gliders and in November, 1876, Mr. Simmons, an English aeronaut, constructed a huge "pilot"

there is no mystery about sailing flight, that the wind is sufficient to account for it, and that inventors need not look for some new mysterious force, such as "negative gravity."

The Lilienthal glider was made with bat-shaped wings and a tail very similar to that of the modern plane. Of his efforts at flight, he said, "by building a shed in the shape of a tower, from the roof of which I sailed, I obtained a 'jumping off' place 33 feet high. The shed serves also for storing my apparatus. The earth slope around the shed falls off toward the southwest, the west, and the northwest. The roof is covered with sod to give a firm footing in taking a run, and slopes in the above mentioned directions. In the assumption that I had thus provided sufficiently for the frequent changes in the direction



Latest Type Army Pursuit Ship

*Pratt & Whitney Aircraft Corp.*

kite, 40 feet high and 49 feet wide, with another kite below, still larger. The pilot kite was first to be raised and carry the second. Mr. Simmons is said to have been fairly successful in England but failed to repeat his feat at Brussels.

Recounting of the experiments of Maxim and of Professor Langley contribute much information as to the surfaces necessary to lift the desired weight and the horse power of engines required for this work, but probably the most interesting information in Chanute's book is that contained in the reports of the great German pioneer of gliding, Otto Lilienthal, who recounts experiments conducted by him with gliders in 1890 and 1893, with which he was able to take off from the top of a hill and to remain in the air while gliding over buildings and ravines and even to mount higher during these glides. He said that his experiments had taught him that

of the wind I was entirely mistaken. During the first half of this summer the wind varied almost entirely between the east and the north, and my flying tower remained unused for nearly three months. The wind, be it understood, once for all, cannot be depended upon. A hill well suited for trials in sailing flight should consist of a cone, sloping on all sides, so that the start may be made against the wind in any direction."

(To be continued.)

"I'll bet if I was married I'd be boss and tell my wife where to head in," declared the bachelor.

"Yes," retorted the old married man, "and I suppose when you get to a railroad crossing you honk your horn to warn the oncoming express to get out of your way, don't you?"—*Boston Globe*.

## *We Must Keep Up-to-date!*

**L**EARNING to do one job and doing it better than most others, an old formula for the achievement of success in business, is not as sure a guide as once it was. It is true that knowing the job well is just as important as ever, but we have today to face the further fact that a demand for men trained to specific vocations may diminish or disappear over night. Economic changes in earlier days came more slowly. A new invention or trade practice destined to have a profound effect on occupations and manner of living came in slowly enough so that it was not necessary for the old dog to learn new tricks in the middle of his active career. The newer entrants into industry learned the new jobs and, so gradual was the change, there remained plenty of the older way of doing things to keep the older men busy.

Changes come with more rapidity now and problems arise to perplex the man who thought his period of apprenticeship and education was definitely a thing of the past. The railways afford many outstanding examples of such changes, technical as well as economic. It would have been difficult before the war to have imagined that the problem of the passenger department, for instance, would be what it is today—a matter of readjustment of services to meet changed demands and of stimulating traffic by sales methods to meet a new competitor. Mechanical methods have replaced manual operations in many lines of railroad work, calling for men skilled in different occupations and for the application of different economic principles.

If there ever was a time—and of course there

always has been—when there was a need in the railroad business for men of broad and continuous education, it is the present. The man alert to the changes which are taking place about him and to the changes which may take place will not only be able to look out for his own best interests, but he will also be an asset to the railroad in helping to keep it in pace with, or a little ahead of, the times. When we speak of education, we do not mean college education necessarily. That has its advantages, to be sure, but it may also have its disadvantages, particularly if, as sometimes happens, it gives its graduate the notion that his education is complete with the receipt of his diploma. We refer rather to the training of the employe and the officer in their jobs and to their constant acquisition of general knowledge so that they may know, not only what is likely to take place within the industry, but also what changes going on elsewhere may affect the railroad industry and their jobs.

It is men of such education and foresight as this who have brought about the great improvement in railroad efficiency in recent years and enabled the railroads so successfully to meet modern conditions of competition in transportation. And yet changes never cease. The next decade may see developments quite as startling as those which the one just passed has witnessed. Any step taken by railroads, therefore, to stimulate education and the development of judicious foresight on the part of their officers and employes is a measure for the protection of investment in railroads and is hence a legitimate and profitable activity.—*Railway Age*.

### *Efficient Police*

**P**UT down the railways of the nation as efficient in the prevention of crime, regardless of whatever else may be said about them. This fact is revealed in a recent report of the various American railroads for the eight years from 1920 to 1928.

During that period, while crime in general showed a steady increase, losses due to burglary on railway property were re-

duced from over \$12,000,000 to less than \$1,000,000, annually.

Furthermore, the efficiency of railroad police is proved by the fact that during the last few years they have averaged 97 convictions to every 100 arrests. In many of our large cities the ratio is only about 1 to 10.—From the *Terre Haute (Ind.) Tribune*.

## Carbondale's New Hospital

*Containing 125 Beds, Splendid Operating Rooms and All Other Necessary Facilities,  
This Modern Building is Rightly Considered the Pride of the Community*

THE realization of a long-felt want—the culmination of many years of effort—the new St. Joseph's Hospital! Very few institutions in Pennsylvania surpass this magnificent edifice. Years of hard work have been spent in making possible this achievement. Many unselfish men and women have labored to give their city something that would be worthy of its people. That they have succeeded, one needs but visit this great hospital to understand.

Situated on an eastern hillside and commanding a view of the Lackawanna Valley for miles, the hospital is located in one of the finest sections of the city of Carbondale. Approaching the main entrance which faces Lincoln Avenue, one is impressed with the stately dignity of the structure. It is five stories high with an overground basement, making it practically six stories. The exterior is of buff brick with limestone trim-

ings. All outside doors are of copper while the inside doors are of metal finished in walnut. Two built-in fire towers, one in each end of the building, extend from the basement to the roof. The roof is of asbestos. The floors throughout the buildings are of terrazzo. The window and door frames are of steel.

The completion of this modern, fireproof, fully equipped hospital of 125-bed capacity is an achievement of which the city, the board of directors, and the building committee may well be proud. It is not quite two years since a public appeal was made to further the plan for the hospital. The sum of \$297,000 was quickly realized and today the magnificent new building stands as a monument to the generosity of the people of the city and surrounding towns.

(Turn to page 92)



St. Joseph's Hospital, Carbondale, Pa.



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The  
Delaware and Hudson Company  
BULLETIN

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Office of Publication:  
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**P**UBLISHED semi-monthly by The Delaware and Hudson Company, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

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### *Nothing Is Impossible!*

**T**HE stupendous achievements of the present age may cause some of us to regard this as the era of some sort of super-man. It seems more probable that we happen at the moment to be reaping the benefit of the many years of patient research by scientists and inventors of all ages. "Aviation Development", the first installment of which appears in this issue of *The Bulletin*, is the story of an outstanding example of such progress and the long hours and years of study and experimentation leading up to the aerial conquest of land and sea, as well as the polar regions.

Like the electrical industry, which Thomas A. Edison recently spoke of as a "howling infant", as far as its present development was concerned, aviation will have still to suffer many "growing pains". It has, however, passed the experimental stage, heavier-than-air machines having demonstrated their ability to meet the exacting requirements of certain types of service in a reasonably dependable manner, as proven by various endurance flights and other tests. In the light of recent accomplishments it is very interesting to follow the steps by which the "theory of flight" and the entire subject of aeronautical engineering has grown to be one of the leading topics in the minds of both scientists and laymen.

No one can predict what the future holds in store in this field. Louis Bleriot, the Frenchman who was the first to cross the English Channel in a crude flying machine, has prophesied that land planes will, in the not distant future, reach speeds of 750 miles an hour, or 12½ miles a minute. The record for this type of craft is 278.48 miles per

hour, which speed was reached in France in December 1924.

Again turning back for a moment to the time when the railroads first began to operate, let us recall the action of the school board of Lancaster, Pa., which declined to permit discussion of the new mode of transportation within its schoolhouse, on the ground that 7 miles an hour, at which frightful rate the iron monsters were racing along in that day, was an unholy speed for any human beings to have anything to do with!

To brand as an impossibility any prediction as to the future where modern science is concerned is to risk placing one's self in the now ridiculous position of the school board. Nothing is impossible—it just hasn't been done yet!

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### *Little Things Are Big*

**W**HAT amazes me about a railroad is the number of little things that have to be looked after to make it go!"

The speaker was a business man who was riding on train 308 recently. He had been discussing the new plant for reclaiming oil and waste for journal lubrication and the conversation had turned from that to the more general phases of operation.

Yet here is the secret of the success or failure of so many men and their enterprises. The man who starts on a small scale and expands as conditions permit is successful more often than the one who approaches a new problem with a great flourish and little attention to detail.

So it is, too, that the man who daily attends to the "little things" that fall to his lot contributes to the successful working of the organization, perhaps more than as though he accomplished some brilliant stroke of genius at infrequent intervals.

All railroaders know how little it takes to "tie up the works". The most humble task poorly done may cause discomfort if not actual danger for someone.

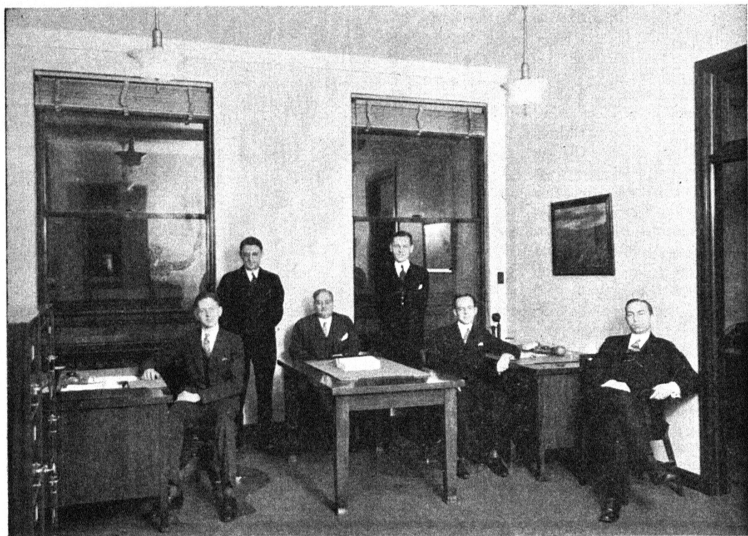
So, in the case of the "little things" particularly, to use the words of one of America's leading railroaders, "It's not what you do but how you do it that counts!"

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A man without mirth is like a wagon without springs, in which one is caused disagreeably to jolt by every pebble over which it runs.—HENRY WARD BEECHER.

## Glimpses of Our Off-Line Offices

### III.—Cleveland



THE latest off-line traffic office to be opened by The Delaware and Hudson Company is that in Cleveland. Located at 1228 Terminal Tower Building this office possesses all the advantages which attach to a situation in one of the newest and most up-to-date office buildings in the heart of the business district of this important manufacturing and commercial city. It was opened June 1, 1929.

From the Terminal Tower Building C. J. CONNOLLY, General Agent, Freight Department, and the members of his staff go out in all directions in search of the business that keeps the Delaware and Hudson rails shining. In their travels they cover all the country included in the states of Ohio, Kentucky and Indiana.

It isn't often that this group can be assembled for a photograph as they are generally spread out all over their territory. By special arrange-

ment they had this picture taken for *The Bulletin* so that the members of the Delaware and Hudson family could see what their "distant relatives" look like.

Reading from left to right they are: D. E. WILKINSON, Stenographer, G. C. BADGLEY, Traveling Freight Agent, THOMAS BYERS, Commercial Agent, LEONARD UNGER, Traveling Freight Agent, WILLIAM P. LOYZELLE, Chief Clerk, and C. J. CONNOLLY, General Agent.

As the train emerged from a long tunnel a young man was heard to remark to his companion, "My dear—do you know that we have just passed through the longest tunnel in the world? It cost \$20,000,000 to build."

"Well, it was worth it," she replied with a sigh, hastily arranging her rumpled hair.

## *The Delaware and Hudson Company Bulletin*

### *Carbondale's New Hospital*

(Continued from page 89)

Entering the main doorway the impression is one of stately simplicity. A large foyer opens to the main corridor. The walls are of an ivory shade. The terrazzo is arranged in blocks with a gold and black-and-white field and a black-and-white border.

Along the western corridor are the staffroom, the library, and two rooms for the use of interns. There are also several private rooms. To the left of the entrance are the information desk and the superintendent's office. At the general office there is a private switchboard which provides for a telephone system throughout the building. Three outside trunk lines lead into the building. The doctors' call system is located near the switchboard in order that the operator may know whether or not a doctor is in the building.

The superintendent's office opens from the general office and also has an entrance from the corridor. The master electric clock which controls the clocks throughout the building is located here. The superintendent has a private outside telephone and a telephone connected with the private switchboard.

The recording chart for the nurses' call system, which is one of the most modern features of the hospital, is also located in the superintendent's office. When a patient presses the button to call a nurse, a light is flashed over the door of the patient's room. A red light shows instantly over the desk of the supervisor on the floor and in each of the diet kitchens. A light also flashes in the superintendent's office and the time that it flashed and the number of the room from which the signal came is recorded on the chart. When the nurse enters the patient's room it is her duty to turn off her light. This time record is also recorded automatically on the chart in the superintendent's office. This permits the superintendent or doctors, in case of complaint or dispute of any kind, to know immediately just how long it took the nurse to answer the call. Another feature of this system is that it provides the very best of attention for the patient at all times. A second light which is part of this system provides for any emergency. In case a nurse is working with a patient and needs help, she doesn't have to leave the patient. She merely flashes the emergency signal and another nurse will come to her assistance. The emergency light also flashes in the superintendent's office, showing the floor on which help is needed. Thus the superintendent has constant supervision of the entire hospital.

The children's ward, the nursery, and a most modern obstetrical department equipped with newest facilities is located on the fourth floor. The nursery is located in such a position that it has the full benefit of the sun's rays. It is equipped with a separate bassinets for each baby and the latest type of baby bath.

At the eastern end of the fourth-floor corridor is the children's sun parlor which is furnished with wicker furniture adapted to children of various ages. This floor is provided with a diet kitchen similar to that found on the other floors but here apart from the usual equipment of steam tables, hot plates, and metal dish cabinet, there is a milk pasteurizer. Every precaution is taken that the milk for the children is thoroughly pasteurized.

Each floor has a suite of four rooms sumptuously furnished with adjoining bath. All rooms are equipped with radio and telephone connections.—*Hospital Progress.*

### *Each To His Task*

NOT so long ago there appeared a poem about the different parts of the locomotive each of which contended that it was the most important in the operation of the mechanism. In the same way there are those in every organization who believe that they are indispensable. There are also those who are certain that they can run the other fellow's job much better than he can although he has been trained for the work and has had years of experience. The following story of *Kalends* tells of a case where an opportunity was given two men to try out their theory, with the result that might have been expected:

Across the cabin table the captain and the chief engineer grew warm over which of the two the ship could best get along without, so, by way of a test, they agreed to swap jobs. The chief climbed to the bridge and the captain dived into the engine room. Two hours later the captain suddenly appeared on deck covered with oil and soot. One eye was blackened and he appeared much the worse for wear.

"Chief!" he called, wildly beckoning with the wrench, "you'll have to come down here at once. I can't make her go."

"Of course you can't," replied the chief, calmly removing his pipe from his mouth, "she's ashore."

When Game Abounded

(Continued from page 84)

One Sunday morning, while walking along a mountain path overlooking the Lackawaxen, he saw a mother bear and two cubs on the hill not far away. "Bears," he explained, "climb hills by circling them, they do not go straight up and down. Suddenly she seemed to become aware of my presence, for she looked up, then fled with her cubs. I ran home to tell some of the men who lived in the vicinity. They took their guns and followed her all day but were unable to catch up with her, although they did find places where she and her family had rested."

Wolves, too, filled the hearts of the settlers with fear during the long winter nights. Their fierce cries from the neighboring mountains were ever to be heard when food was scarce. The men had driven most of the game to other haunts. Driven by hunger they would sweep down in a pack upon the little farms. At times a bold one would put its nose up to the window of the home and whine hungrily. Any dog, cat, or other domestic animal which happened to be out at such times would never survive the night.

Game of all sorts was plentiful in the woods surrounding Honesdale at that time. All of the frontiersmen, and this was indeed frontier territory at that time, had guns of some sort. Most were of the old "six-foot" type with either smooth or cut bore. Practically all rifles and shot guns fired a single shot.

Wild pigeons were plentiful. When they were migrating there would be thousands strung out in "strings", as they termed the long lines of

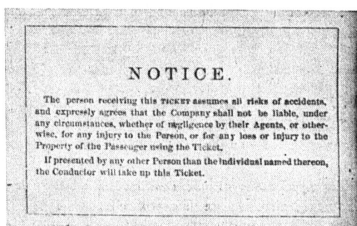
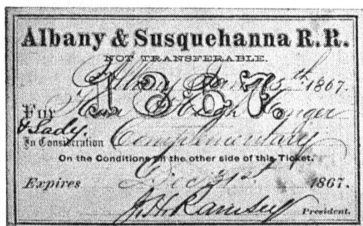
flying fowl. At times as many as five strings were to be sighted trailing across the sky. Pigeons flew at varying heights, one above the other, the lower "string" usually about "one shot high", or just within the range of a hunter's gun. With a skillfully placed shot a hunter could bag as many as twelve at one time. At times the sky was actually darkened by the birds.

Quail were likewise numerous in the surrounding wilderness. During the winter months, and, indeed, at all seasons, the quail came to the barnyard to eat the corn put out for the chickens. Mallard ducks and wild geese were also plentiful. Just below the Pearce homestead there was a beaver flow. When the migrating ducks and geese lighted on the waters of the pond to feed, hunters, concealed in the adjacent marshes, shot them in great numbers.

Mount Pleasant, just north of Honesdale, was then the starting point for the droves of turkeys, sheep, and cattle. The old trail is now followed by the turnpike connecting Mt. Pleasant and Philadelphia, Pa. Drovers started with the herds in the vicinity of Mt. Pleasant, continuing through to slaughter houses in Philadelphia. The droves contained as many as 1,000 cattle, 1,000 to 2,000 sheep, or approximately the same number of turkeys.

The driving of sheep or cattle was relatively easy when compared with turkeys. The former could be driven at all hours if necessary. Turkeys, however, were somewhat temperamental. With the coming of the first signs of evening they took to the trees for the night, though during the day they could be driven much after the manner of cattle. The drover had little or no chance of

## Old Albany & Susquehanna Pass



"Hon. Hugh Conger and Lady" Enjoyed the Use of This Pass of 1867

## *The Delaware and Hudson Company Bulletin*

hurrying a flock of fowls, which had made up its mind to roost for the night.

There is also a great difference between the price of livestock then and now. In 1860 a good cow would bring \$60 at the slaughterhouse. Others ranged from \$25 up. A sheep was worth from \$2 to \$3. A good fat lamb in July or August brought \$3 to \$3.50. A turkey sold for about 75 cents, "on the hoof".

At the outbreak of the Civil War most of the young men left for the front; those who did not enlist were drafted in 1864. This draft included every man from 18 to 45. One of WILLIAM's brothers, who was not drafted, worked on the Gravity Railroad at Prompton. When the brother did not wish to work for a day or so WILLIAM took his place at the foot of the plane.

At that time there were no stationary steam engines to pull the loaded cars up the planes; water wheels were used, the water being diverted from neighboring streams to run the wheels.

One day while going home from a local fair, WILLIAM and a chum passed by one of the planes. WILLIAM's companion was the son of the water wheel tender. When power was required the gates were lifted and the water, passing over the wheel, put the drum in motion. The boy told WILLIAM to wait for a minute and he would start the wheel, then they could ride up the plane in an empty car which stood nearby. Just as he was hoisting the gates the lad's mother appeared on the scene, and both boys ran up the plane faster than they could have ridden in the Gravity car.

In 1869 MR. PEARCE entered the employ of The Delaware and Hudson Company under Section Foreman David Wonacott on the Gravity Railroad. The gang was just filling in the space beneath a trestle which had collapsed under a train in 1863, about a mile north of Prompton. MR. PEARCE continued working on the section until February, 1870, when he was temporarily laid off.

Later that year he returned to Delaware and Hudson employ in the Transportation Department as "running foreman" on the train. At that time the running foreman, who corresponded to the present conductor, had a comparatively easy job. The man on the head end was in a dangerous location if a collision should occur. The foreman invariably rode on the rear end and was relatively safe.

Through the years of the development of the Gravity Railroad, MR. PEARCE worked as brakeman and conductor on freight and passenger trains between Honesdale and Carbondale. He

was on the first steam passenger train to make the trip from Carbondale to Honesdale and return, January 31, 1899. After the abandonment of the Gravity System in favor of steam motive power, he continued to work at Honesdale, in various capacities, until December 1, 1928, when he was placed on the pension rolls. MR. PEARCE's service with our company totals fifty-nine years.

### *Engine Driving By Contract*

IT may not be generally known that it was at one time the custom, on a number of railways in England, for engine drivers to enter into formal agreements with the companies to work trains at a certain sum per mile. The custom seems to have arisen in the earliest days of railways, as, in 1830, the drivers of the Stockton & Darlington Railway were paid  $\frac{1}{2}$  cent per mile, out of which they had to find coal and oil, and pay themselves, and probably their firemen as well. The company, however, maintained the engines in general repair.

On some parts of the Eastern Counties Railway, trains were worked by contract, and it is on record that a driver stationed at Peterborough had his price for running freight trains advanced, in December, 1854, from 10 $\frac{1}{2}$  cents per mile to 11 cents. A few years later, a driver working the passenger traffic between London, Enfield and Hertford was paid 7 $\frac{1}{2}$  cents per train mile.

The driver had to sign an agreement in the presence of a witness. He had to pay his fireman and cleaner, provide firewood for lighting up, coal or coke for running, oil, tallow and such like necessities. He had also, out of the same money, to repair and pay for the cost of certain repairs, giving all necessary assistance himself on shed days.

He had not, however, to provide articles of iron, brass, copper or steel, or pay for labor when the engine went into shops for general repairs or repairs due to accidents beyond his control. For an assisting engine he had to pay 6 cents per mile. If required to pilot or assist another engine, he received 4 cents for every mile out and home. The drivers bought their fuel and stores from the company.—*The Railway Gazette*.

Mandy Jones: "I wants to see Mistah Roeser."

Office boy: "Mr. Roeser is engaged."

Mandy Jones: "Go long, boy. Ah don't want to marry him. Tell him the wash lady wants huh money."—*Scoville Bulletin*.



## Clicks from the Rails

### Test New Planes

Three Curtiss Carrier Pigeon II mail and express planes, each with 2,000 pounds pay load capacity, are undergoing service tests by National Air Transport between Chicago, Toledo, Cleveland and New York. These planes are the largest and fastest cargo transports yet to be developed in this country.

With a capacity cargo these airplanes are winning their way over the 712 mile route at a cruising speed of 122 miles an hour. In speed tests, with a full load, the planes have attained a high speed of 149 miles an hour, according to E. P. Lott, N. A. T. manager of operations.

Other planes of the fleet operated by N. A. T. over the eastern division of its mail and express lines carry from 1,000 to 1,600 pounds of cargo each and cruise between 100 and 110 miles an hour.—*Packing-Ship-ping*.

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### To Study Russian Railway

President Ralph Budd of the Great Northern has been asked by the Soviet Republic of Russia, through the Amtorg Trading Corporation of New York, the official Soviet economic organization in the United States, to make a study in that country of the Russian railways with a view to their reconstruction to American standards of efficiency. The invitation was extended by M. Rudzutak, commissariat of communications of the Soviet Republic at Moscow.

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### Unpronounceable Names

The line of the Canadian National between Halifax, N. S., and St. Johns, N. B., via Moncton, is remarkable for many things, but it probably holds the record for this country, at least, in the way of unpronounceable station names. In its stretch of 278 miles, here are some of the best of them, to roll over the tongue: Shubenacadie, Steviackie, Memramcook, Anagance, Penobscuis, Pettitodiace, Plumweseepe, Apoahqui, Passekeag, Nauwige-wauk, Quispamsis. How would you like the job of train-conductor?—*Mutual Magazine*.

### Electrification in British Empire

Steam motive power is giving way to electrification at several points in the British Empire. The Southern Railway of Great Britain has announced plans for the electrification of nearly 70 miles of line within the next two years. The Great Indian Peninsula Railway placed 86 miles of electrified main line track in operation last November between Kalyan Junction and Poona. This is part of a program of electrifying 200 miles of track by that company in the vicinity of Bombay and Poona.

The passenger locomotives are of 5 feet 6 inch gauge, developing 2,160 horse power, weighing 100 tons, and capable of a service speed of 70 miles per hour. Freight locomotives weigh 120 tons and develop 2,600 horse power. Both types of locomotive work on direct current of 1,500 volts, transmitted from a generating station at Kaylan, at 100,000 volts and stepped down at sub-stations located along the line at twelve-mile intervals.

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### Embarrassing Scene Avoided

After riding a short distance on a London and North Eastern train, a passenger discovered that he had lost his ticket. When the conductor came through the train, the unfortunate traveler began to explain his predicament. He did not get far before he was courteously cut short by the conductor who told him he knew all about it. It seems the ticket had been found on the platform and a telegraphic report was forwarded to the conductor so that no embarrassing scene resulted for either conductor or passenger.

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### Five Foot "Wire"

Although "long-winded" telegrams are ordinarily out of place on railroads, it is necessary to break away from this custom in certain cases. The longest telegram ever transmitted over the Rock Island's wires was five feet in length. It was recently sent by the Transportation Department to an Assistant General Freight Agent, giving information on shipments in and out of his territory. This lengthy message was sent without error.

### Low Bridge

When the Charwood Forest Railway was first opened in England, nearly 100 years ago, the event was made the occasion for great rejoicing, says an item in *Railway Age*. The first train started down the line amid loud cheers, waving of flags and general excitement. All went well until the first overhead bridge was reached. Then it was discovered that the cars were too high to pass under the bridge. Eventually everyone in the neighborhood hove to with picks and shovels and lowered the tracks sufficiently for the train to have clearance, but, by that time, all the notables who were passengers on the first train had grown disgusted and left the affair flat, proceeding home on foot, and predicting that these new fangled railways would never amount to much.

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### All in Day's Work

The freight yard of the Pennsylvania at Enola, Pa., near Harrisburg, on the evening of October 2, sent eastward, between 5:15 and 11 o'clock, 19 trains, equal to one every 18 minutes; and during all this time rain was falling in torrents. This performance, says the Pennsylvania News, is not the greatest achievement of its kind ever reported, but it is looked upon by observers as remarkable. The rainfall in 24 hours was three and one-half inches.

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### Russia's Traffic Problem

Last fall Russia faced a crisis in her entire industrial structure when the government owned and operated railways were at a stand-still. Thousands of cars were at the stations filled with merchandise and produce which had not been emptied. Furthermore the prospects of enjoying a three-day holiday to celebrate the anniversary of the Bolshevik Revolution were not so bright. No movement of cars meant no food or supplies of any kind. As a result, 5,000,000 young men were called upon to help solve the problem by sacrificing their holidays to unload some of the freight cars at stations all over the country.

## *"Mistah March"*

2

MISTAH March, yo' reputation  
Ain't what Ah'd be callin' good.  
As you rush across de medders,  
As yo' howl amid de wood,  
But, in spite of all yo' ructions,  
As yo' widely romp about,  
Ah somehow can't keep from chucklin'.  
While Ah listen to yo' shout.

Mistah March, Ah'm always hopin'  
Dat yo'll use yo' foolish head;  
Whar's de sense in all dis blustah  
Fit fo' rousin' up de dead?  
Yo' git nothin' but discusted  
From yo' clattab an' yo' fuss,  
Since, in spite of all yo' tryin',  
Yo' ain't scarin' none of us.

Mistah March, though yo' ain't willin'  
To be turnin' a new leaf,  
Ah don't let yo' crazy capahs  
Still mah singin' wif yo' grief.  
Fo' beyond yo' noisy trampin'  
An' yo' wailin' of despair  
Ah see April twining lilacs  
In de twilight of her hair.

—E. D. Kramer.